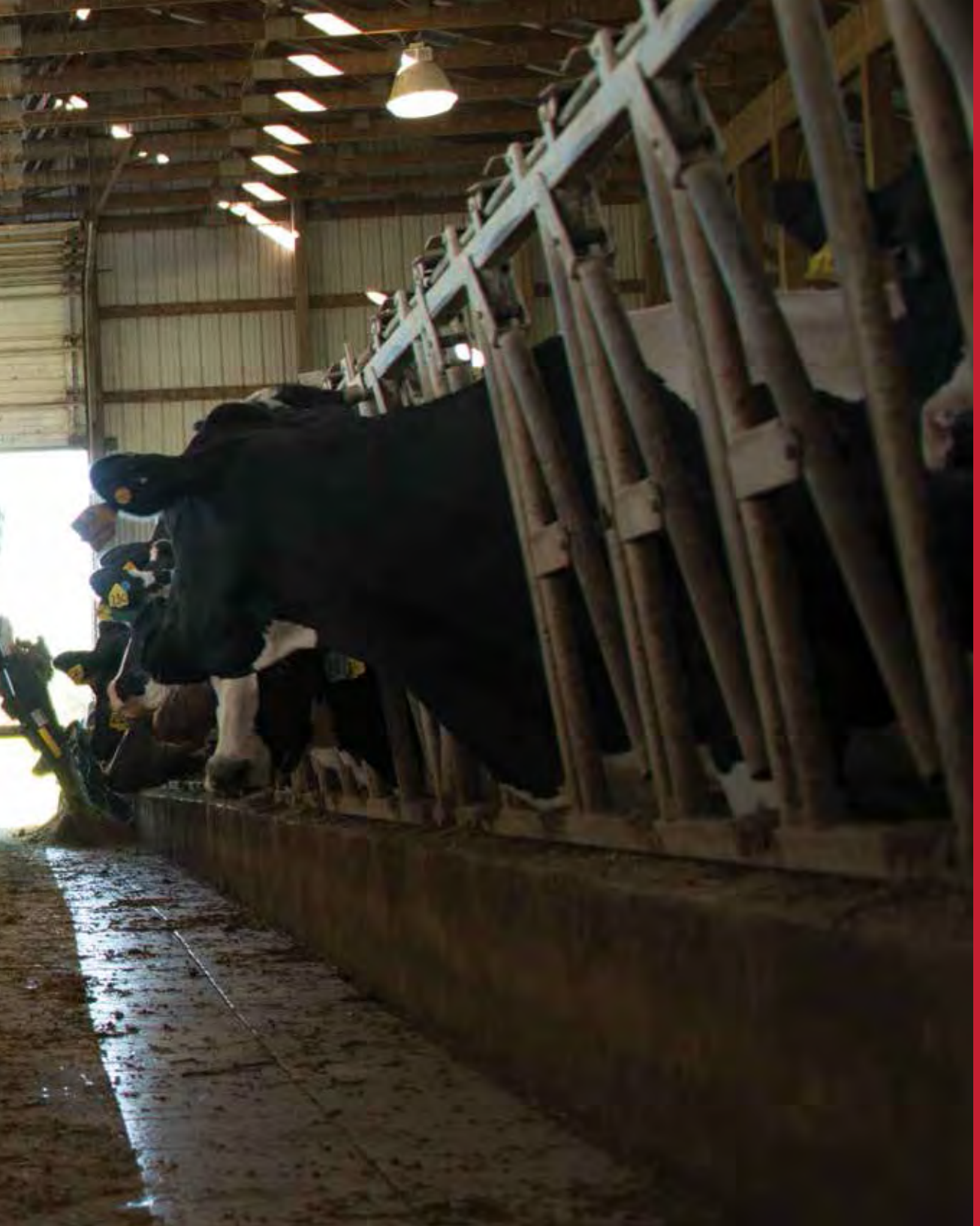
MASSEY FERGUSON

6600 Series | 130–150 engine HP

YOUR CLASS of horsepower and a world-class CVT.



You know who you are. You're the ones who work the land. You're a parent. Son. Daughter. Manager. Inventor. Entrepreneur. And optimist.

In other words, you're a farmer. You raise dairy cows in Michigan. Corn in Illinois. Winter wheat out West. And Canola in Saskatchewan.

And you know what it takes to turn risk into reward. You know us too, going back six generations.

We're your first 3-point hitch. Your first self-propelled combine. Your first SCR emissions system. And the most productive CVT transmission in the world.

Today, you'll find us working on farms across five continents. One hundred and forty countries. And virtually every agricultural environment on earth. No one farms more crops, in more places, in more climates, worldwide.

And everything we learn, everything we know, we bring back home. To your land. To your farm. To your world.

MASSEY FERGUSON

A legacy of leading the way

It's an ageless truth–great ideas can come from anywhere. So over the past century and a half, Massey Ferguson has been searching the globe for the next great way to make every individual farmer more successful. Today, our proven resources, experience and technology have given us the edge in worldwide innovation. And everything we learn, we bring back home–to make your world more productive.

1840-1890

1847
In a humble tool shed in New Castle, Ontario, Daniel Massey begins manufacturing simple farm implements.

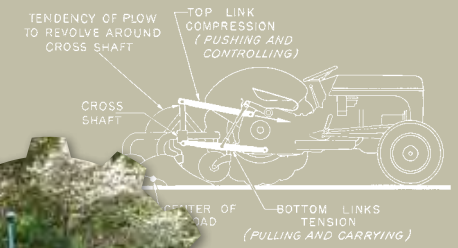
1855
The company enters a period of rapid growth, with the acquisition of proven American innovations such as the Ketchum grass mower and Massey combined hand rake reaper mower.

1867
The company's proprietary advances in harvesting equipment are chosen for display at the International Industrial Exhibition in Paris, France.

1891
Canada's top two farm equipment companies merge to form Massey-Harris Limited.

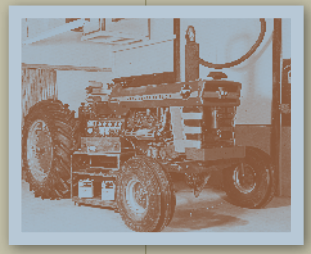
1900-1930

1926
Harry Ferguson patents the 3-point hitch. In various forms, it is still used on virtually all tractors today.



1930
Massey-Harris produces the General Purpose (GP) which was the first tractor designed and built by Massey-Harris.

1938
In Canada, Massey-Harris perfects the first self-propelled combine, with its own engine and power train.



1969
The first V8-powered, fixed-frame row crop tractor–the MF1150–is introduced.

1940-1960

1942
During World War II, Massey-Harris manufactures tanks, howitzers, wings for mosquito fighter-bombers, 40mm shells, naval gun mounts, and bodies for ambulances and troop carriers.

1946
Harry Ferguson opens the Banner Lane plant in Coventry, England, which grows to become the world's largest factory devoted solely to the production of tractors.

1953
Massey-Harris and Ferguson merge.

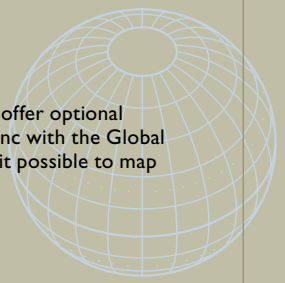
1969
Introduction of the first 4-wheel drive tractors, MF1500 & MF1800, powered by a Caterpillar V8 diesel engine.

1970-1990

1978
The company's first compact tractor, the Massey Ferguson® 205, is introduced. In the same year, Massey Ferguson pioneers the electronic 3-point hitch.

1983
The "Equipment Manufacturers Institute" recognizes the Massey Ferguson self-propelled combine as one of the "100 Most Significant Contributions" to the mechanization of agriculture.

1987
Massey Ferguson showcases its exclusive Autotronic and Datatronic Systems, designed to enhance tractor control.



1992
Massey Ferguson combines offer optional yield meters operating in sync with the Global Positioning System, making it possible to map yields while harvesting.

1996
Massey Ferguson introduces the Dyna-6™ transmission. Developed in Germany, it becomes the forerunner of today's Dyna-VT™–the most advanced Continuously Variable Transmission (CVT) available and the world's only clutchless, stepless CVT.

1997
Massey Ferguson introduces the 8780 Class VI rotary combine, designed to satisfy the increasing demand for high performing, mechanically simple, reliable machines.

2000s

2006
Massey Ferguson and Hesston join forces to produce the new Hesston Series complete line of hay equipment.

HESSTON
by MASSEY FERGUSON

2006
Massey Ferguson adopts ISOBUS technology, becoming a leader in achieving "plug & play" capability with other ISOBUS-compatible equipment.

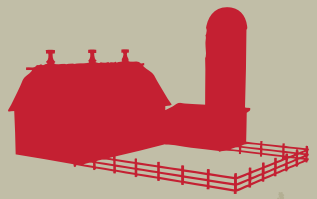
2009
Tested and proven in Finland at 40° below, the industry's first SCR system is featured on the powerful new Massey Ferguson 8600 Series tractors.

2009
Perfected in France, the company's new Dynamic Tractor Management (DTM) system is introduced, allowing the engine and transmission to work as one, by monitoring engine and transmission ratios to achieve an optimum match for any given task.

2010s

2010
Massey Ferguson introduces the model 9250 DynaFlex combine. It features the industry's first draper header with a fully flexible cutterbar, delivering increased performance and capacity in soybeans and small grains.

2011
With the introduction of its state-of-the-art 9500 Series combines, Massey Ferguson brings North American harvesters ultimate capacity without complexity.



2013
Massey Ferguson introduces the new 6600 Series—the only Mid-range tractor in the 130 to 150 HP range that offers the advanced productivity of a CVT transmission.

TABLE OF OPPORTUNITIES

The new 6600 Series

It's what one-of-a-kind looks like.

There are lots of mid-range tractors out there, but there's literally no other mid-range tractor like this. Because the all new 6600 Series from Massey Ferguson® is the only mid-range tractor in the 130 to 150 horsepower class that offers the clutchless efficiency of a continuously variable transmission. With its Tier 4i 4-cylinder AGCO POWER engine and advanced features like Quad Link™ front axle suspension and multi-function loader joystick, the 6600 Series delivers unmatched functionality, fuel efficiency, and reliability.

Specifically designed for those who need a high performance tractor with excellent maneuverability and visibility, the 6600 Series is exceptionally efficient as a loader tractor or for any work involving the front linkage.

Every farm is different. But the answer to productivity is the same.

Whether you're working row crops, livestock, dairy or hay, the new 6600 Series does it all.

If there's one thing a mid-range tractor simply has to offer, it's versatility. And the 6600 Series fits that bill in spades, thanks to a list of new features that helps you do more than ever – while saving time, effort, and fuel. Here are just a few of those features that provide all the comfort, power and performance you need to make short work of the longest days:

Three customer-focused editions
Each one is purposefully designed to meet farmers' differing needs.

All new 4-cylinder engine
The most powerful Tier 4i compliant off-road 4-cylinder diesel engine in the industry today.

Your choice of transmissions
The choice includes our Dyna-4, Dyna-6 and Dyna-VT – the world's most productive CVT.

Large, six-post cab
Unique in this horsepower category, the new workspace on the 6600 Series offers better visibility, fewer obstructions and more room to get comfortable.

New OptiRide™ cab suspension
A whole new system that adjusts cab suspension electronically, to control bounce, roll and pitch.

Dynamic Tractor Management (DTM)
DTM allows the engine and CVT transmission to "communicate" for optimum power and maximum efficiency at any given ground speed.

Powerful hydraulics
Customers have a choice of hydraulic systems in their 6600 series tractor. Classic editions offer a basic and simple 15 gpm open center system or the Twin Flow open center system that pumps out 26 gpm of flow to the remote valves and loader. A 29 gpm closed center load sensing system is available in Classic, Deluxe, and Premium editions to efficiently handle the most demanding applications. A multi-function loader joystick is available on all models.

4-Wheel Drive front axle
Axle accomodates optional hydraulic Quad Link™ suspension.

32 mph capability
We've made sure the 6600 Series provides all the speed you need.

25% longer service intervals
An increase from 400 to 500 hours means significantly reduced maintenance costs.

Through our commitment to innovation, advanced engineering and industry leading technology, we ve made sure these tractors live up to your expectations, as well as EPA standards.

MODEL	ENGINE	DISPLACEMENT	HORSEPOWER	TRANSMISSION
MF6614	AGCO POWER 49AWI 4-cylinder diesel	4.9 Liters (299 cubic in.)	130 engine hp 100 PTO hp	Dyna-VT: continuously variable transmission
MF6615	AGCO POWER 49AWI 4-cylinder diesel	4.9 Liters (299 cubic in.)	Dyna-4: 135 engine hp, 110 PTO Dyna-6: 140 engine hp, 115 PTO Dyna-VT: 140 engine hp, 110 PTO	Dyna-4: 16x16 power shift and power shuttle Dyna-6: 24x24 power shift and power shuttle Dyna-VT: continuously variable transmission
MF6616	AGCO POWER 49AWI 4-cylinder diesel	4.9 Liters (299 cubic in.)	Dyna-6: 150 engine hp, 125 PTO Dyna-VT: 150 engine hp, 120 PTO	Dyna-6: 24x24 power shift and power shuttle Dyna-VT: continuously variable transmission

With a variety of configurations, these new 6600 Series mid-range tractors from Massey Ferguson have the built-in flexibility to perfectly fit your needs – and your farm.

One outstanding tractor. Three outstanding versions.

Choose from three distinct editions of our new 6600 Series tractors – Classic, Deluxe, or Premium.

While the performance of the 6600 Series speaks for itself, we believe that the precise combination of features and options on the tractor you buy should speak specifically to you. And to the requirements of your individual operation.

Whether your focus is dairy farming, row-crops, vegetable production, haying, tillage, transport operations, loader work, or various combinations of the above, only you know what you need. And there's no question that one of these hardworking new tractors can provide it.

Whichever version you choose, you'll get exceptional performance at every level. After all, we didn't name them Classic, Deluxe and Premium editions for nothing.

Classic
Designed for those who want simplicity, reliability and tough versatility, Classic models include basic, quality features like mechanical hydraulics and a console on the right side panel that puts the simple, straightforward controls within easy reach. Available with our Dyna-4 or Dyna-6 transmission, the Classic version is AGCOMMAND™ ready. Standard features include 4-wheel drive, 540/1000 rear PTO, and the interactive Dash Control Center (DCC).

Deluxe
The Deluxe Edition includes the best features of the Classic edition, along with the option of the Dyna-VT transmission, and features like deluxe air-ride seat with controls in the armrest, suspended front axle with SpeedSteer, 540 and 1000 RPM PTO speeds with economy speed, and a combination of electric and mechanical hydraulic controls. In short, this version delivers higher levels of comfort, ergonomics and reliability, with added features like mechanical cab suspension and the interactive Control Center Display terminal featuring an interactive color display with ISOBUS connectivity. Deluxe models are AGCOMMAND and AutoSteering™ ready, with the factory AUTO-GUIDE™ 3000 as an option.

Premium
The Premium version of the 6600 Series is just what the name implies. It puts productivity in the palm of your hand – literally, with a new Command Control Armrest that features a multipad joystick that controls your choice of a Dyna-6 or Dyna-VT transmission, as well as major hydraulic, 3-point hitch and PTO functions. Designed for those who need a high-powered tractor with advanced features and technology, the Premium edition is AGCOMMAND ready and comes with a long list of amenities that enhance comfort and control, including Opti-Ride™ hydraulic cab suspension, AUTO-GUIDE 3000, electronic hydraulic valves, a super deluxe air-suspended operator's seat and automatic climate control.

EDITION	CLASSIC	DELUXE	PREMIUM
Transmission type	Dyna-4 or Dyna-6 only	Dyna-6 or Dyna-VT	Dyna-6 or Dyna-VT
Transmission control	T-Handle on console	T-Handle on control armrest	Multipad joystick on control armrest
Hydraulic valves	Three mechanical valves (levers); 4th valve optional	Two mechanical and two electric valves (fingertip or multifunction joystick)	Four electric valves (fingertip or multifunction joystick)
Displays	Dash control center	Dash control center standard; Control center display optonal	Dash control center standard; Control center display optonal
Cab suspension	Mechanical optional	Mechanical standard; OptiRide optional	OptiRide

For a diesel engine, torque is what does the work. Maximum torque is achieved at 1500 engine RPM, generating a massive 37% torque rise, and sustaining high torque levels across a large engine operation range.

Uncommonly efficient common rail technology.

Our 4-cylinder 4.9L AGCO POWER Tier 4i compliant engine features more power and torque than ever.

It's a fact that fuel saving, earth-friendly, common rail 4-cylinder diesel engines are now the first choice of more and more farmers around the world. And working closely with AGCO POWER, Massey Ferguson engineers have refined the efficiency of common rail diesel technology in the 6600 Series to meet the specific needs of these purpose-built tractors.

By calculating precisely the amount of fuel required by the engine at any given moment, we've ensured optimum combustion in the cylinders, resulting in cleaner, more powerful and reliable performance.

No wonder these engines are industry-renowned for their durability, low fuel consumption, and their power and torque characteristics.

Common-rail fuel injection system with electronic control provides quicker response to changes in field conditions and engine load.

Four valves per cylinder ensure better fuel/air mixture, improved gas flow, and optimum fuel combustion, which means lower emissions and better fuel economy.

Wastegate turbo-charger with air-to-air inter-cooling provides optimum inlet manifold pressure and a more thorough "burn."

Cross flow cylinder heads mean air flows in on one side and exhausts on the other, improving flow and maintaining air density to enhance combustion.

A single-piece, cast-iron block provides exceptional structural strength and a narrow profile. The structural block design and cast steel engine sump allows for a tight turning radius and a superior line of sight.

Electronic engine control
Our full-authority Electronic Engine Management (EEM4) feature on the 4.9L powerplant offers precise control of the engine's performance for quick response and power control. This 4th generation of engine management software is proven to deliver maximum power and torque when needed, and fuel-sipping economy when possible. Engine Power Management on select models can provide additional power to the PTO and drivetrain in certain conditions.

Redesigned for optimum airflow the updated hood on the 6600 Series lifts at the front for quick, easy access to the engine and the cooling system, which features easily accessible cooler units and heat exchangers for quick maintenance

Two speed pre-sets*
Two pre-set engine speeds, A and B, allow the engine to be dialed in to a specific speed setting to increase performance and reduce operator effort and fatigue. *(Shown: button location on Deluxe and Premium armrests)*

* On certain models.

Inhales emissions – exhales power.

Our SCR clean air system helps you meet Tier 4i emissions standards without sacrificing your own.

We were the first in the industry to introduce Selective Catalytic Reduction (SCR) technology, back in 2009. And the first to recognize that it offers the most farmer-friendly approach toward meeting EPA standards – without making trade-offs. Today our 2nd generation SCR system has evolved to work even harder, by providing you with all the energy you need in the form of undiminished horsepower and torque. And it's a fact that SCR systems get up to 10% better fuel economy than engines using other emissions technology.

As simple as it is effective.
The key to our clean air technology is that it stays out of the way of what the engine is built to do – provide power. Because SCR is an after-treatment process that takes place in the exhaust system, it never interferes with the engine itself. And there's no need for a larger radiator. Unlike other emission technology, this process actually allows our AGCO POWER diesel engines to be designed for power and performance – and we simply clean up the exhaust afterwards.

Cleaner air – pure performance
SCR treats the downstream exhaust with Diesel Exhaust Fluid (DEF), which reacts with the hot exhaust gas to produce harmless nitrogen and water. The technology is simple, robust, and reliable, consisting of very few parts. The main components include a tank, an injection system, and an SCR catalyzer.

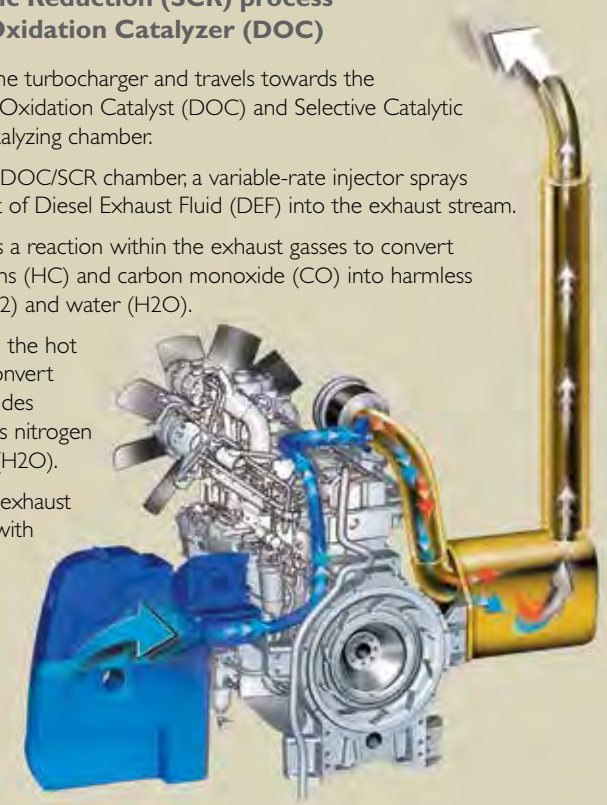
Finally, emission control that's maintenance-free.
The ongoing evolution of our clean air system includes new second-generation advances, starting with a maintenance-free Diesel Oxidation Catalyst (DOC) in the exhaust system, to improve efficiency. And unlike the competition, there's no Diesel Particulate Filter (DPF) on these 6600 Series tractors that needs to be cleaned or replaced.

It just keeps getting better
The addition of nitrogen oxide (NOx) sensors and increased pressure in the common rail fuel injection system – coupled with an AGCO POWER engine control unit (ECU) – also helps improve efficiency.

Equally important, our system now includes a new Denox 2.2 injection module, which allows for a sliding scale rate of DEF injection– another industry first that produces more effective results. This 2nd generation system monitors the exhaust stream in real time, and more precisely injects the required DEF, reducing overall usage and saving input costs over the long haul.

Selective Catalytic Reduction (SCR) process with the Diesel Oxidation Catalyzer (DOC)

- Exhaust gas leaves the turbocharger and travels towards the combination Diesel Oxidation Catalyst (DOC) and Selective Catalytic Reduction (SCR) catalyzing chamber.
- Before entering the DOC/SCR chamber, a variable-rate injector sprays a controlled amount of Diesel Exhaust Fluid (DEF) into the exhaust stream.
- The DOC promotes a reaction within the exhaust gasses to convert harmful hydrocarbons (HC) and carbon monoxide (CO) into harmless carbon dioxide (CO_2) and water (H_2O).
- The DEF reacts with the hot exhaust gasses to convert harmful nitrogen oxides (NOX) into harmless nitrogen gas (N_2) and water (H_2O).
- Clean air leaves the exhaust pipe, in accordance with EPA regulations.



The top gear (24th) is an overdrive, which allows full speed (either 25 or 32 mph/40 or 50 kph) to be achieved at an economical 1,950 rpm — reducing fuel use and noise levels.

Massey Dynashift transmissions: productivity in motion.

Our Dyna-4 and Dyna-6 transmissions are proven winners – not just with customers, but with the American Society of Agricultural and Biological Engineers (ASABE), which recognized the Dyna-6 with a coveted AE50 award.

Available on the MF6615 and MF6616 Classic, Deluxe and Premium models, the Dyna-6 features six gears that can be powershifted up or down under full load within four electro-hydraulically selected main ranges for a total of 24 speeds in each direction.

The Dyna-4 and Dyna-6 also feature a engine power management function for developing more engine horsepower when needed, when certain working conditions are met. It's automatically activated by the engine's ECU, and requires no operator input.

The Dyna-4, which is standard equipment on the MF6615 Classic model, offers a similar design, with four powershift gears and four ranges for a total of 16 forward and reverse gears. It includes features like speed matching and variable AUTODRIVE that help optimize performance and minimize fuel consumption.

Simple and efficient

Using the T-handle control lever or multicontroller, you can manually change the Dynashift ratio, as well as the gearbox range, without using the clutch.

To make Dynashift ratio changes as conditions change, simply "pulse" the handle forward or back to make sequential shifts through four or six gears. To shift to a new range, press and hold the range button on the control handle while moving the lever forward or backward. This simple, straightforward procedure lets you quickly find the perfect balance of engine speed and travel speed for any job.

Shift automatically

The Dyna-4 and Dyna-6 incorporate an AUTODRIVE feature with an engagement button that provides automatic shifting based on engine speed.

There are two modes. In "Road" mode, the transmission changes both the Dynashift ratio and the range. In "Field" mode, only the Dynashift ratio is changed automatically. In both modes, the operator pre-selects the desired engine speed between 1,600 and 2,200 rpm, at which point upshifting takes place.

Downshifting takes place when engine speed falls under load by approximately 20 percent, maintaining full control and engine braking.

The Dyna 6 offers the largest number of gear choices within the common 3- to 10 mph (4- to 12 km/h) field working range of any tractor in this horsepower class. And with automatic shifting available, you don t even have to worry about changing gears

The one and only DYNA-VT.

Literally nothing else comes close to the extraordinary productivity of our continually variable transmission.

Dynamic Tractor Management

The record speaks for itself. Only the Dyna-VT received the AE50 award for innovation back in 2010 from the American Society of Agricultural .and Biological Engineers (ASABE).

Only the Dyna-VT is backed by nearly 15 years of proven performance, with more than 150,000 transmissions still working hard in Massey Ferguson and AGCO tractors worldwide.

And only the Dyna-VT has now pushed beyond that industry-leading productivity, with the addition of Dynamic Tractor Management (DTM).

Finally, true infinite speed control.
Available in Deluxe and Premium 6600 Series models, the Dyna-VT provides infinite, stepless speed control from supercreep to transport speed without shifting, jerking, or a delay in traction or power delivery. From creep applications as slow as 60 feet/hour (0.03 km/h) to high-speed transport, you set the parameters for power, economy, and comfort to gain the maximum performance at the lowest operating cost.

One of the hallmarks of the Dyna-VT is the fact that it allows engine and ground speed to be independent of one another. It's something our competitors simply can't match. And it allows for programmable transmission modes such as foot pedal mode or our industry exclusive forager mode.

The only thing that beats this transmission's ease of operation is its absolute efficiency. Fact is, it's not uncommon for producers like you to see a 10 percent overall improvement in fuel economy and productivity. Don't just take our word for it. Independent tests have shown it's true.

Superior in design
Consider just a few of the Dyna-VT design benefits that have resulted from nearly 15 years of experience:

- There are no clutch packs–the largest single wear point in a transmission.
- Unlike in other machines, where the same fluid is used to operate the hydraulics and lubricate the transmission, we use separate reservoirs, so hot, contaminated fluid isn't being dumped on the transmission to cool and lubricate gears and bearings. That means more effective cooling, lubrication and protection–not to mention longer component life and more efficient operation.
- The Dyna-VT has fewer moving parts compared to other transmissions. As an example, there are only seven cut gears, which are always under a constant load.
- Every bearing on the Dyna-VT is pressure-lubricated, permitting greater loads and more efficient power transfer.

Superior in functionality
Compared to other stepless transmissions, the Dyna-VT has several control features that completely set it apart.

- Two speed ranges – the Dyna-VT offers two infinitely variable speed ranges that include 0 to 17 mph (0–28 kph) for field applications and 0 to 25 mph (0–40 kph) or 0 to 32 mph (0–50 kph) for transport applications. That means absolutely no shifts or range changes while you're working or going from field to field.
- Pre-set speed control – Travel speed and rate of acceleration can be pre-set and memorized within each of two ranges–SV1 and SV2. The setting acts as a cruise control to maintain the specified speed when the appropriate button is depressed.
- Turbo clutch function – This feature allows the operator to stop the tractor, when the engine speed is below 1,250 rpm, by simply applying the brakes. This permits precise control during loader work, when attaching an implement, or in foot pedal and forager mode.

More ways than ever to give you more control.

The Dyna-VT comes with an abundance of innovative features designed to make your life easier.

Low speed/low power requirement
For an application such as bunk feeding, the Dyna-VT provides precise ground speed control while reducing engine speed, minimizing in-cab noise and maximizing fuel economy.

Low speed/high power requirement
When pulling an implement with high PTO demand or a heavy draft load, Dyna-VT allows you to maximize productivity, while maintaining the ability to fine-tune travel speed.

Maximum speed/low power requirement
Tow an empty wagon back to the field at up to 32 mph (50 km/h) with an engine speed of only 1,600 rpm to minimize in-cab noise. In the process, you'll reduce fuel consumption by up to 40 percent compared to the average powershift.

Maximum speed/high power requirement
Transport a fully loaded wagon from the field at high speed with maximum engine power available to maintain speed on hills.

Dynamic Tractor Management
It's hard to imagine how we could improve on the field-proven performance of our Dyna-VT transmissions. But Dynamic Tractor Management does just that. Activated by the simple push of a button, DTM allows the engine and transmission to "communicate" for maximum efficiency at any given ground speed.

Simply engage the Dyna-VT control lever or foot pedal to attain the desired ground speed. Engine speed is automatically regulated as required by the load–although it can be manually set for an upper or lower speed limit. If less power is required to maintain ground speed, the engine throttles back automatically, saving fuel, reducing engine noise and extending service life.

Engine supervisor
This feature allows you to set the percentage of engine rpm loss allowed under heavy loads before the transmission adjusts the Dyna-VT output ratio. It can also be used in conjunction with PTO-operated implements where maintaining engine speed is important.

Adjustable cruise speeds
Travel speed and rate of acceleration can be pre-set and memorized within each of two ranges–SV1 and SV2. Each setting acts as a cruise control to maintain the specified speed when the appropriate button is depressed.

Foot pedal mode
When engaged, this feature allows you to control the tractor much like a car, using the foot pedal to manage ground speed. It's ideal for applications like loader work.

Forager mode
Forager mode allows engine speed to be determined on an A or B pre-set, to maintain constant PTO speed while the foot pedal controls ground speed. No one else can do this.

Power control
Conveniently located on the left side of the steering column, the three-function shuttle can be used to de-clutch or stop the tractor, shuttle forward/reverse and increase/decrease speed.

The longer the lever is held in the "forward" or "reverse" position, the faster the speed.

Dash Control Center
A digital display screen on the left-hand side of the dash provides information about a number of tractor functions, including forward/reverse take-off speeds, pre-set cruise speeds, pre-set engine speeds, actual ground speed, PTO speed, wheel slippage and more.

Enhanced functionality

There was a time when all a farm tractor had to do was pull an implement or provide power via a belt pulley. But long ago, Harry Ferguson recognized the need for greater versatility.

Not only did he invent the 3-point hitch that has proven timeless in design, but he developed a unique hydraulic pump that ran off the PTO shaft and incorporated its own internal control valves. As ingenious as the 3-point hitch was, even Harry Ferguson knew it wouldn't work without adequate hydraulic pressure.

Today, the 6600 Series carries on that innovative tradition, by taking functionality to an even higher level.

Closed-center hydraulic system

Massey Ferguson 6600 Series tractors feature a closed-center, load sensing, pressure-and-flow-compensated hydraulic system that provides a maximum standard flow of 29 gpm (110 lpm) on all models.

Classic 6600 Series tractors offer optional 15-gpm or 26-gpm open center systems for applications requiring less rigorous hydraulic demands. Other features include:

- Float and detent locks, power beyond circuit and load-sensing line standard
- Three mechanical hydraulic remotes on Classic versions
- Up to four remotes on Classic, Deluxe and Premium Dyna-VT versions (all electrical on Premium, mechanical or electrical on Deluxe, all mechanical on Classic)
- Hydraulic lock and memory functions with electric valves
- Optional multifunction joystick on all models

High-capacity 3-point hitch

Strong and versatile, 6600 Series tractors have a 3-point lift capacity of up to 11,400 pounds (5,170 kg) on all models. Electronic hitch control offers a choice of "draft-sensing mode" for quick response to changing field contours, or "position-control mode" for maintaining a pre-set height or depth.

- **Dependable electronic linkage control** incorporates sensitivity, quick soil engagement, and automatic drop speed as standard features
- **Active transport control** helps stabilize 3-point hitch loads during transport by utilizing hydraulic rams to absorb the shocks that can impact your ride automatically adjusting for different implement weights. This system can be controlled manually or automatically linked to the Electronic Lift Control (ELC) lift/lower switch.

Flexible, powerful PTO

No matter the PTO application, the 6600 Series handles it with maximum efficiency. Models with the Dyna-VT transmission come with a versatile 540/540E/1,000 system. Dyna-4 and Dyna-6 powershift models feature an adaptable 540/540E/1,000/1,000E system.

The 540E and 1,000E (economy)settings are particularly valuable for reducing fuel usage, noise and vibration when powering light loads like crop spraying or raking hay.

- PTO-driven implements can be driven at a constant speed while varying ground speed.
- Modulated and electronically controlled engagement ensures extremely smooth startup, regardless of the load.
- Engine speed is adjusted automatically as needed, upon PTO actuation.
- A rear fender-mounted PTO start/stop button is standard for added convenience.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Hands-on productivity

Maximize the performance of your 6600 Series tractor with our multipad transmission control lever and multifunction loader joystick.

Multicontroller
Joysticks and video games may go together when you're playing around, but the multicontroller that comes standard in the Premium cab is all business.

Designed to increase efficiency and enhance ergonomics, it incorporates controls for a wide variety of tractor functions, including:

- Speed control (Dyna-VT) or power shift changes (Dyna-6)
- 3-Point hitch lift and lower
- Headland management
- PTO engage/disengage
- Shuttle control
- SV1/SV2 cruise control speeds
- Control of one hydraulic remote
- One engine speed memory

Multifunction loader joystick
Want even more convenience and control? Classic models offer a mechanical multifunction loader joystick integrated into the right hand console. Deluxe and Premium models offer an electronic joystick integrated into the right hand armrest. In addition to controls for a third and fourth hydraulic function, the joystick features controls for:

- Speed/gear changes
- Forward/reverse shuttle

The multicontroller comes standard in the Premium cab. The electronic multifunction hydraulic joystick is available in all models (mechanical or electronic).

Designed to work harder. And smarter.

Thanks to our advanced technologies like AGCOMMAND™ and AUTO-GUIDE 3000, now you'll get more done than ever – with less time and effort.

Whether your goal is to reduce skips and overlaps, reduce fatigue or to work at faster speeds, AUTO-GUIDE 3000 precision auto steering lets you get more out of every pass by using GNSS – the Global Navigation Satellite System – to guide the tractor along parallel swaths in three different modes.

Pass after pass, this hands-free system brings a new level of control and productivity to your operation.

- Reduced overlap saves on crop inputs, time and fuel, while extending the life of your equipment.
- Hands-free steering reduces fatigue and enhances operator comfort.
- Increased field speed lets you cover more acres per hour.
- Using the full width of the implement on every pass improves efficiency and fuel economy.

Superior accuracy
The flexibility to perform precise applications like bedding, planting, spraying, and tillage are already built into the AUTO-GUIDE 3000. Simply determine the accuracy level that best matches your needs and production goals.*

- **Sub-Meter System** – +/- 8 to 12" dynamic accuracy for decreasing overlap and skips.
- **Decimeter System** – +/- 2 to 4" dynamic accuracy to eliminate guess rows and to achieve a new level of accuracy in applications like ridge tilling, zero tillage, and controlled traffic patterns–and to increase the accuracy of spraying and spreading operations.
- **Centimeter System** – +/- 0.8" dynamic accuracy for operations that require higher levels of precision, such as cultivation, band spraying, zone tillage and laying sub-surface drip tape.

Data collection
Through the CCD terminal, the 6600 Series makes it easier than ever to access a wide range of data, so you can be more efficient and productive.

Coverage mapping allows you to identify missed areas or overlaps, while boundary mapping lets you create field outlines to use for successive applications performed on that same field.

All the extras
AUTO-GUIDE 3000 offers a full range of guidance patterns, including A-B, Contour, and Center Pivots. A USB port even lets you transfer field data to your computer.

AUTO-GUIDE 3000 TopDock
We call it a receiver, but the AUTO-GUIDE 3000 topdock is a complete steering solution system, with fully integrated inertial sensors, full terrain compensation and superior line acquisition and holding capabilities. The AUTO-GUIDE 3000 is standard as a Sub-meter (+/- 8 to 10" dynamic accuracy) system. The AUTO-GUIDE 3000 is a fully upgradeable system. To upgrade from sub-meter to decimeter (OmniStar XP, G2 and HP), simply add the decimeter Snap-In Module. To upgrade to centimeter accuracy, simply add the second RTK Snap-In Module for use with either a Mobile Base Station or, with the addition of a local GSM SIM card, available CORS (Continually Operating Reference Stations) networks.

Multiple-constellation reception
The AUTO-GUIDE 3000 Paradigm G3 multiple-constellation receiver chip allows the AUTO-GUIDE 3000 topdock to gather positioning information from the entire Global Navigation Satellite System (GNSS), which includes constellations owned by the U.S., the Russian Federation (GLONASS), and the European Union (Galileo). This greater satellite accessibility means improved accuracy, better satellite reception around hills and trees, and round-the-clock operation.

**Dynamic accuracy is measured over a 15-minute window. If it takes longer than 15 minutes to complete a round, results will be less accurate than stated.*

Fuse Technologies

AGCO s new global precision farming initiative encompasses all of AGCO s current and future technology products and services including guidance, steering, telematics, diagnostics, application controls, yield metering, mobile apps and grain storage monitoring. Fuse Technologies is a consolidated approach that supports our customers throughout the entire crop cycle by optimizing uptime and keeping all farm assets in the right place at the right time.

Right where you want to be

Whichever edition you choose, the minute you sit in the air-suspended operator's seat, you'll know you're in charge.

Not only does the 6600 Series offer the comfort to keep you alert and productive, it provides the technology to help you make better decisions, work faster and ultimately, be more profitable. And isn't that what it's all about?

Read 'em and reap
The front console and dash feature all the important gauges, indicators and warning lights necessary to provide you with immediate, detailed information about tractor performance and operating conditions. Analog gauges provide engine rpm, coolant temperature and fuel level, while a digital readout allows you to toggle between PTO speed, theoretical forward ground speed, engine rpm and engine hours.

An SD memory card slot and USB port on the Control Center Display allow you to transfer data to your office computer for analysis or from tractor to tractor to speed implement set up.

Knowledge is power
Standard on Deluxe and Premium models, the advanced Control Center Display (CCD) works to provide more than 20 valuable monitoring, control and comparative functions, including wheel slip, fuel/hour, distance, cost/hour, area worked, etc.

The CCD also includes the Implement Response Control System and Trailed Implement Control, which provide automatic wheel slippage monitoring to control both 3-point hitch and drawbar-mounted equipment. It even controls the new AUTO-GUIDE 3000 automatic steering system from AGCO and Massey Ferguson.

ISOBUS monitoring
Who needs a cab cluttered with three or four monitors? Not to mention the frustration of connecting them all. That's why our advanced CCD is designed to monitor the performance of both the tractor and trailing implements through a common ISOBUS (International Standardization Organization) system. That means one terminal for control of all ISOBUS 11783 compliant implements including balers, planters, and sprayers, plus AUTO-GUIDE 3000 automatic steering.

One-button headland management
There are enough things to think about when making turns at the headland–pulling back on the throttle, raising the implement, disengaging the PTO, watching the fence, activating the AUTO-GUIDE steering and so on. Fortunately, Massey Ferguson's intuitive Headland Management system gives you the power to initiate and execute up to 35 tractor and implement functions with the touch of a single button. In fact, we offer more programmable actions and more ways of setting up a sequence than any other system on the market.

Sequence memory
Unlike other systems, the Headland Management System allows you to pre-program a sequence for use by an employee or family member.

Data recall
Using the keys and rotary dial on the CCD, Headland Management allows you to store, name and recall up to six sets of data for different fields, operators or implements.

Remote camera
A remote video camera can be connected to the CCD to provide you with another set of eyes.

Make it your own

Options abound on the 6600 Series, ranging from AUTO-GUIDE 3000 to the suspended axle and OptiRide™ cab suspension.

Choice of cab suspension
Customers have a choice in the level of comfort they want. The basic cab design features a structure that is isolated from the chassis with flexible rubber mounts to remove noise and vibration. Two types of cab suspension are also available.

Mechanical cab suspension is standard on Deluxe editions, and features coil springs and shock absorbers at the rear corners to allow the cab to move independently from the tractor chassis and dampen the shock and impact from bumps and uneven ground.

Standard on Premium edition models, OptiRide is a great way to take the "bounce" out of fieldwork. It uses ISO mounts at the front of the cab plus hydraulic cylinders and an accumulator system at the rear, for unsurpassed ride comfort. And we all know the correlation between more comfort, less fatigue and greater productivity.

You can even set the desired level of dampening electronically.

SpeedSteer™
Our advanced AUTO-GUIDE 3000 guidance system goes a long way to reduce stress on the job. But our Speedsteer option works great too, when you need to take the wheel.

Easily engaged and disengaged with the push of a button, Speedsteer provides variable-ratio steering that changes the number of steering wheel turns required to move the front wheels from lock to lock.

At higher ratios, it provides fast and comfortable turns, making the system ideally suited for loader work or headland turns. Lower ratios mean more turns of the wheel for improved control.

Superluxe™ air-suspension seat
By reacting to field conditions instantaneously and adjusting the seat suspension to match, this "low frequency" Superluxe seat significantly improves the ride and reduces the bounce (optional on Deluxe and Premium editions). In addition to double pneumatic lumbar support and eight different adjustments, it features internal heating for cold winter days and an active carbon seat covering that absorbs moisture to help you feel cooler on hot summer days.

Light up your world
Even with the advent of GPS auto steering, which has proven to be invaluable in low-light conditions, it's nice to see where you're going. For those times when the standard light package isn't enough, Massey Ferguson offers two front and two rear Night-Blaze™ xenon lights for extra illumination.

Extra braking power
Ideally suited to rank among the best transport machines on the market, 6600 Series tractors offer you another option to handle those loads that require more stopping power. All models are available with hydraulic trailer brakes, pneumatic trailer brakes or a combination of both.

The options that Massey provides make it easy for you to farm your world– your way.


Massey Ferguson offers a choice of more than 12 loader implements that attach without the use of tools.

Let's get to work

The 6600 Series. Loads better, in more ways than one.

Integrated front 3-point hitch
Perform double the work in far less time or move up to one-pass performance, with our front 3-point hitch option. Integrated into the tractor mainframe for greater strength and a more compact profile, this hitch provides an impressive 8,818 lb. (4,000 kg) lift capacity.

High-powered material handling
Attach one of two Massey Ferguson 900 Series purpose-built loaders to a 6600 Series tractor and you have the perfect unit for any material-handling job, whether it's moving bales, loading silage or handling seed tenders. And, the powerful new 4-cylinder engine in the new 6600 Series provides a shorter wheelbase than most 6-cylinder machines, allowing tighter turning and greater maneuverability – something very important to most loader applications.

Loaders that fit the tractor–and the job
Specifically designed for the Massey Ferguson tractors, our 900 Series loaders feature rugged, high tensile steel construction and a full line of interchangeable attachments. The integral fit on the pre-installed sub frame ensures simple mounting and removal, as well as easy access to all tractor service points.

Balance the load
Whether you need ballast for extra traction or balanced weight distribution when using a front-mounted loader, the 6600 Series offers the appropriate option, including belly weights, suitcase weights, wheel weights and one-piece weights designed for the front or rear 3-point hitch.

Tire and wheel options
Because no two farms are exactly alike, Massey Ferguson offers tire and rim options to meet virtually every need. Choose from a number of sizes and brands that maximize traction and flotation with a large rectangular footprint.

Loader model	951	956
Tractor compatibility	All models	All models
Loader type	Non-self leveling	Self leveling
Lift capacity @ 31" forward	157 in.	157 in.
Lift height @ pivot pin*	3616 lbs	3792 lbs
Rated pressure	2828 PSI	2828 PSI
Tool attachment	Single lever locking	Single lever locking

**Will vary with tire sizes*

The main loader arms are constructed of two U shaped, high strength alloy steel channels fitted together and welded on the inside for a wide profile with a clean, strong appearance.

Loader hydraulic connections are conveniently located on the right side of the tractor for easy access. Flat face couplers ensure quick connection, and an available single lever system makes connecting the loader hydraulics fast and simple.

Loader mounting is fast and easy, thanks to our unique "Lock and Go™ connection system. Our Euro style quick hitch system from ALO also allows for the easy interchange of bucket, bale spear, pallet fork and other tools.

Invest wisely.

Massey Ferguson has built a worldwide following by building machines that last.

At Massey Ferguson, you re family. And there s nothing we wouldn t do for family.

We go the extra mile right from the start, to make sure our tractors go the extra mile for years to come. Rest assured, if you ever decide to trade in your 6600 Series tractor, you can count on resale values to stay high.

Low-rate, flexible financing
Your Massey Ferguson Dealer and AGCO Finance offer attractive financing programs to make sure a new 6600 Series tractor will fit your operating budget. Extremely competitive rates and terms make it easy to purchase, lease or rent.

We're always at your service
If you're like most farmers, when you find that perfect piece of equipment, it becomes almost like part of your family. And when you buy a 6600 Series tractor, you instantly become part of ours. Our network of Dealers understands what owning a hardworking production tractor really means. They'll advise and support you through the selection process, the buying process, and through operation, maintenance and beyond. Equally important, they realize you have to be able to depend on them 24 hours a day, seven days a week.

All-inclusive warranty
Even our warranty is high-performance. It provides two-year/2000 hour, all-inclusive coverage on all parts and labor. Best of all, it's backed by Dealers who understand how to help you make the most of it.

Quality parts
Genuine Massey Ferguson replacement parts are manufactured to the same high standards of quality and dependability as the original part used on the assembly line. Using original equipment parts will help keep your 6600 Series tractor running like new.

Questions?
Go to masseyferguson.us

Our website opens the door to all sorts of technical information and product specifications. If you can't find what you're looking for, click on "contact us" and we'll provide you with access to folks who can get you all the answers.

The doors are open at ShopMassey.com

You'll find all sorts of ways to live Massey Ferguson, from the latest in wearables to gifts for the entire family. And some good old-fashioned bargains, too.

Join the clubs

Massey Ferguson Enthusiasts of North America has grown from just 59 members in 2001 to almost 600 members today. They publish a newsletter five times a year and hold annual get-togethers at well-known tractor shows. Join now; visit **fergusonenthusiasts.com.** The Ferguson Club is an international, independent members' club established in 1986 to promote and disseminate information and interest in the work of the late Harry Ferguson, Ferguson products and in particular, the "Ferguson System." **fergusonclub.com**
The Friends of Ferguson Heritage Ltd. exists to encourage and assist enthusiasts in their interest in the engineering achievements of the late Harry Ferguson. **fofh.co.uk**

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The Massey Ferguson *Farm Life* magazine is our exclusive publication that offers news, interviews and insights into all the joys—and challenges—of farming.

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Model	MF6614	MF6615	MF6616
PTO Horsepower			
Dyna-4 transmission HP (kW)	NA	110 (82.0)	NA
Dyna-6 transmission HP (kW)	NA	115 (85.8)	125 (93.2)
Dyna-VT transmission HP (kW)	100 (74.6)	110 (82.0)	120 (89.5)
Performance and Engine			
Rated engine power HP (kW)	130 (97)	135 (101)*, 140 (105)**	150 (112)
Rated engine speed rpm	2,200 rpm		
Maximum engine HP	140 (104)	145 (108)*, 150 (112)**	160 (119)
Engine type	AGCO Power 4.9 liter 4-cylinder diesel		
Aspiration	Wastegate turbocharged and intercooled		
Fuel injection system	Bosch high pressure common rail, SisuTronic EEM4 control		
Emissions control system	Diesel Oxidation Catalyst (DOC), Selective Catalytic Reduction (SCR)		
Capacities and Dimensions			
Fuel capacity gal (L)	61 (223)		
DEF capacity gal (L)	9.2 (35)		
Alternator capacity	175 amps	240 amps (2 x 120 amps)	
Wheelbase in. (mm)	105 (2,670)		
Overall length in. (mm)***	184.7 (4,690)		
Height to top of cab in. (mm)***	115.5 (2,933)		
Base weight lbs. (kg)****	12,500 (5,670)		

Edition	Classic	Deluxe	Premium
Front Axle			
Front axle type	Cast steel 4wd, center driveline, outboard planetary final drives		
Axle suspension	Optional	Standard	
Differential lock	Fully locking, engagement with rear axle differential lock		
Brakes	4-wheel braking via 4wd driveshaft engagement		
Steering	Hydraulic	Electro-hydraulic, SpeedSteer capable	
Power Take Off (PTO)			
PTO type	540/1,000	540/1,000 standard and economy speeds	
Cab			
Cabin structure	6-post ROPS frame, 2 doors, flat deck		
HVAC system	Manual HVAC standard; Automatic climate control optional		Auto climate control
Air ride seat	Manual adjust	Auto adjust	
Cab suspension	None	Mechanical (passive)	Hydraulic (active)

Type	Dyna-4	Dyna-6	Dyna-VT
Transmission and Rear Axle			
Transmission type	16 x 16 Powershift	24 x 24 Powershift	CVT
Clutch type	Wet multi-disc	Wet multi-disc	None
Brakes	Individually operated right and left; hydraulic wet disc		
Final drives	Inboard planetary reduction		
Differential lock	Fully locking front and rear axles; electro-hydraulically engaged		
Rear axle type	Flange, short bar, and long bar axle		Short and long bar

System	Standard	Twin Flow	Hi Flow
Hydraulics			
System type	Open center	Open center	Closed center
Pump type	Twin gear, isolated	Twin gear, combined	Variable piston
Flow rate at remotes	15 gpm	26 gpm (combined)	29 gpm
Remote valve type	Mechanical	Electronic and mechanical	
Number of rear valves	Up to 3	Up to 4	
Loader provision	NA	Mechanical joystick	Electronic joystick
3-point lift capacity lbs. (kg)	11,400 (5,170) at 24"		

** Dyna-4 and DVT ** Dyna-6 *** Value may vary based on configuration and equipment. **** Manufacturer's estimate; machine weight can vary based on configuration and equipment. All specifications are preliminary, and are subject to change at any time.*

Our world is your world.

Today, Massey Ferguson spans the globe, with 5 million tractors and 350,000 combines on farms worldwide. In fact, someone buys a Massey Ferguson tractor every five minutes. Maybe that's because with each and every sale, we make a singularly powerful commitment to helping each and every farmer fulfill their individual goals.

Whether this is your first Massey Ferguson purchase or just one of many, you can count on us to be there for you with the ongoing support you need.

Welcome to the family.

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6600 Series

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